



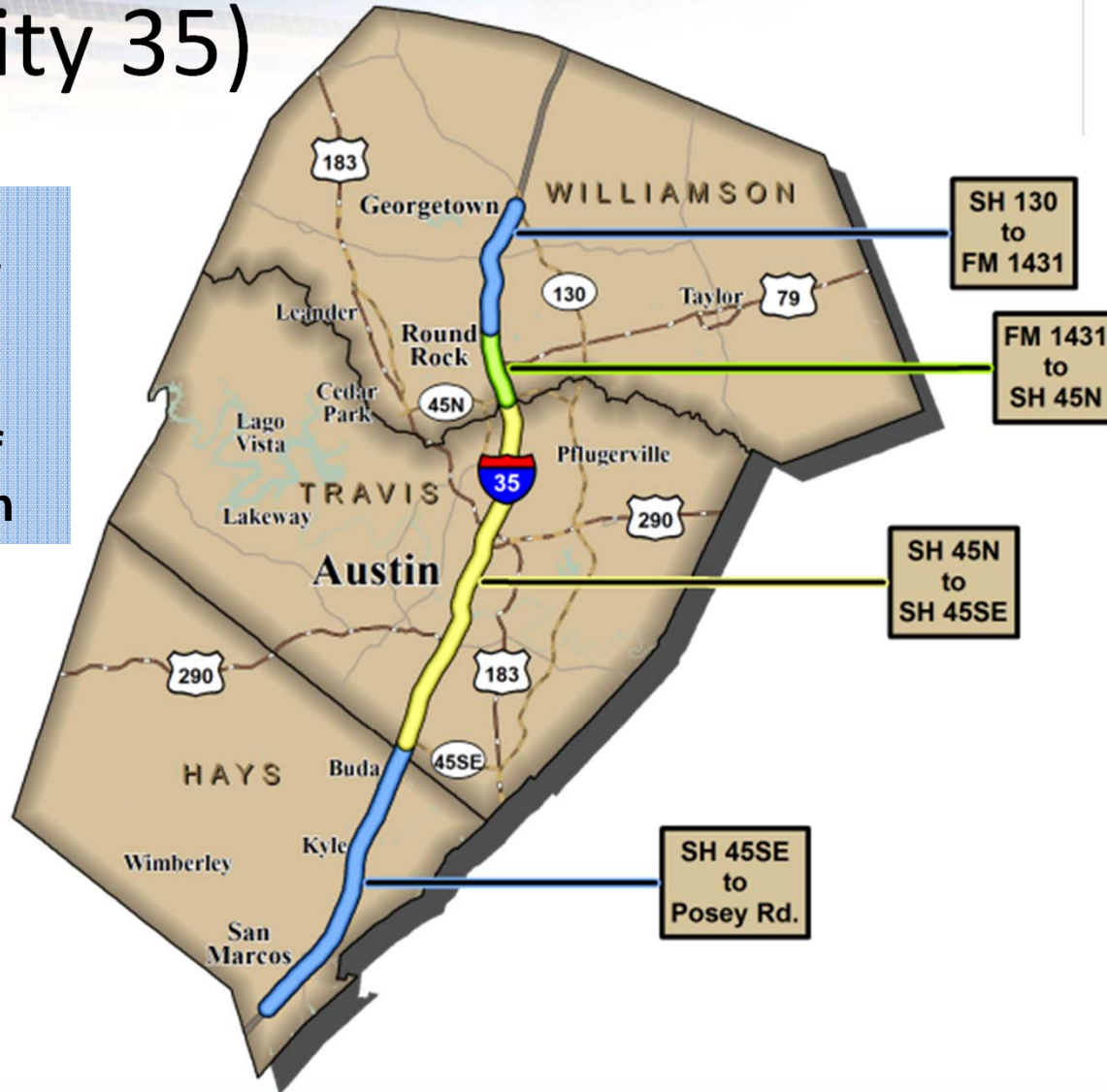
Bond Oversight Committee 4-16-2014

**Robert Spillar, P.E.
Austin Transportation Director**



I-35 Capital Area Improvement Program (Mobility 35)

I-35 CAIP is a
partnership of
City of Austin
and Texas
Department of
Transportation



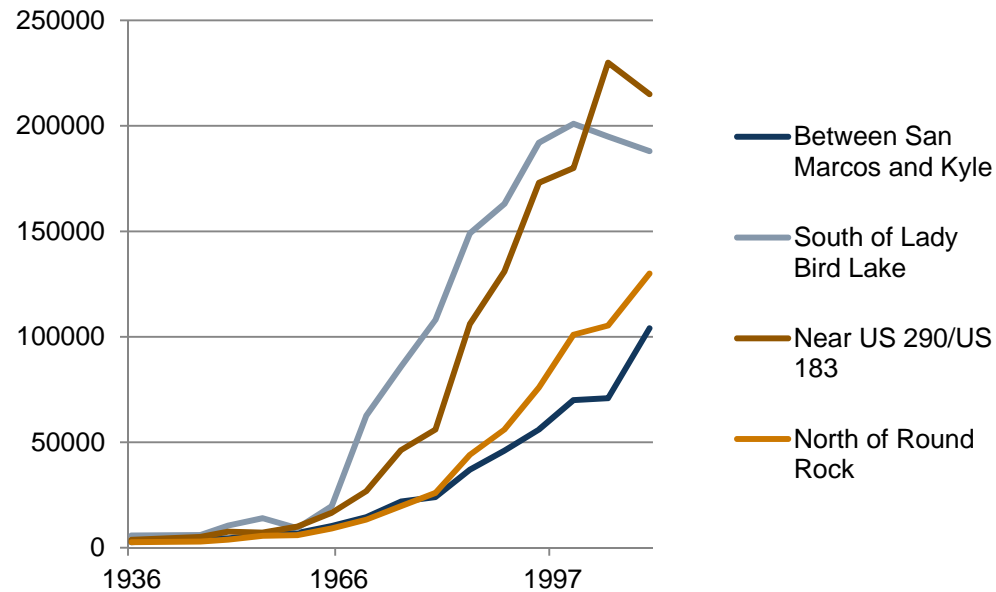
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Problems along I-35

Problem #1: Traffic Volume



In some locations, I-35 carries as many as 200,000 vehicles per day, up from 108,000 in 1980.

Problem #2: Infrastructure Needs



Last major update to I-35 was the addition of the decks in 1974.

At this point, doing nothing is not an option.



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CAIP Goals: Collective Impact

Individual short- and mid-term improvements that collectively could:

- Increase capacity
- Better manage traffic
- Enhance safety
- Optimize existing facility
- Minimize additional right-of-way
- Improve **east-west** connectivity
- Improve compatibility with neighborhoods
- Enhance bicycle, pedestrian, and transit options

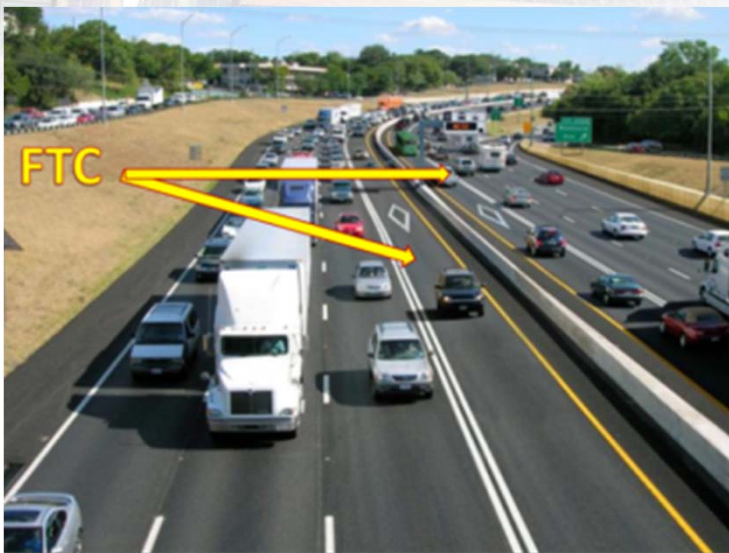


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Overarching Concepts



- Future Transportation Corridor (FTC)
Mode has not been determined
- Ramp Modifications
- Collector-Distributor Roads
- Innovative Intersections
- Safer bike/pedestrian routes

Frontage road modification options are still being refined and evaluated

Direct east/west movements could be accommodated at most of the current crossing locations.



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Program Phases and Milestones

Currently:
Planning and Environmental Linkage (PEL) study to determine purpose and mode for FTC (e.g. general purpose, HOV, managed, etc.). Represents phase between Phase 2 & 3.

Phase 1
Conceptual planning for corridor

Phase 2
Implementation plan for corridor

Phase 3 *
Environmental/design studies

Phase 4 *
Construction plans, right-of-way and utilities coordination

Phase 5*
Letting and construction

* As funding is identified



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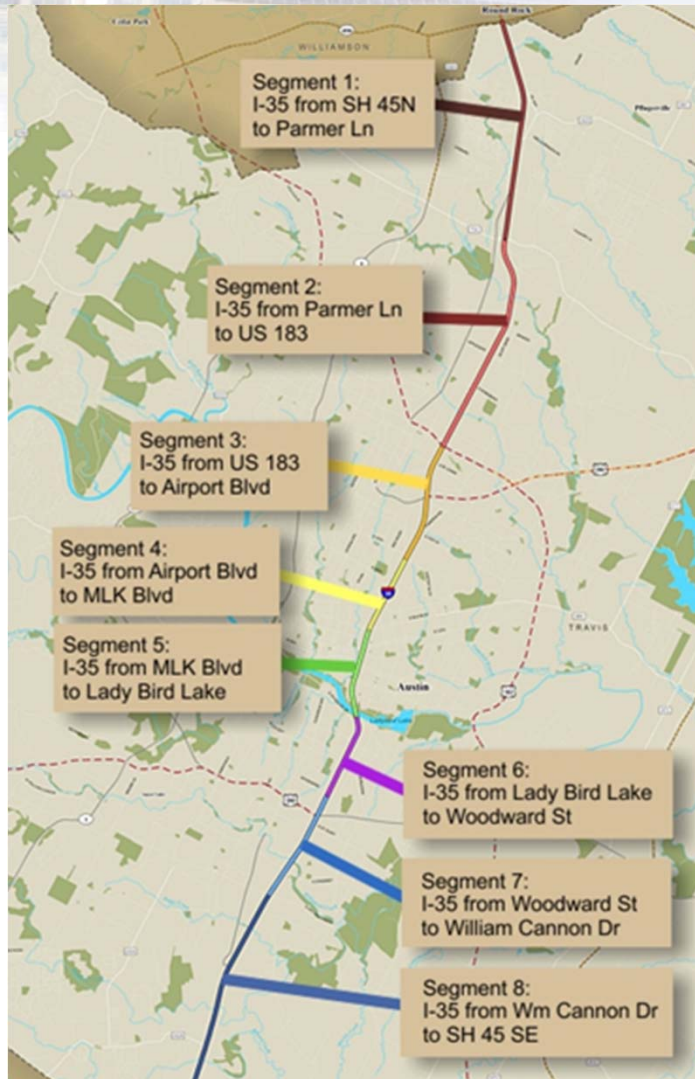


Community Input



- **100 stakeholder meetings since 2011**
- **15 public open houses**
 - 2 Williamson County
 - 11 Travis County
 - 2 Hays County
- **Five online open houses**
 - More than 4,300 visitors
- **Website, forum, Twitter, Facebook**
- **Community events**

Travis County Area: SH 45N to SH 45SE



- Portion within Travis County's could cost \$1.3-\$1.90 Billion in 2013 dollars.
- Downtown Austin portion would be intended to improve east-west connectivity.
- Could create direct connections between I 35 SB and US 183 SB.
- Improved access to E. 51st Street; alternative ramp to Cameron Road so vehicular traffic wouldn't need to take Barbara Jordan Blvd.
- St. Johns and Woodland both to remain open to all traffic; based on community input meetings.



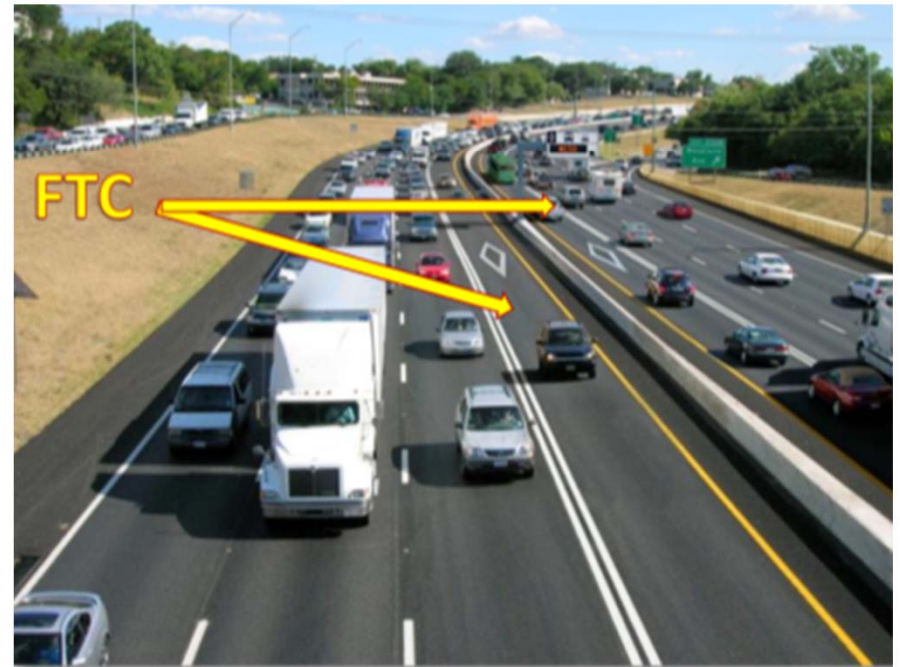
Concept: Future Transportation Corridor (FTC)

Preliminary
Subject to Change

Limits: SH 45N to SH 45SE



Now



With Future Transportation Corridor

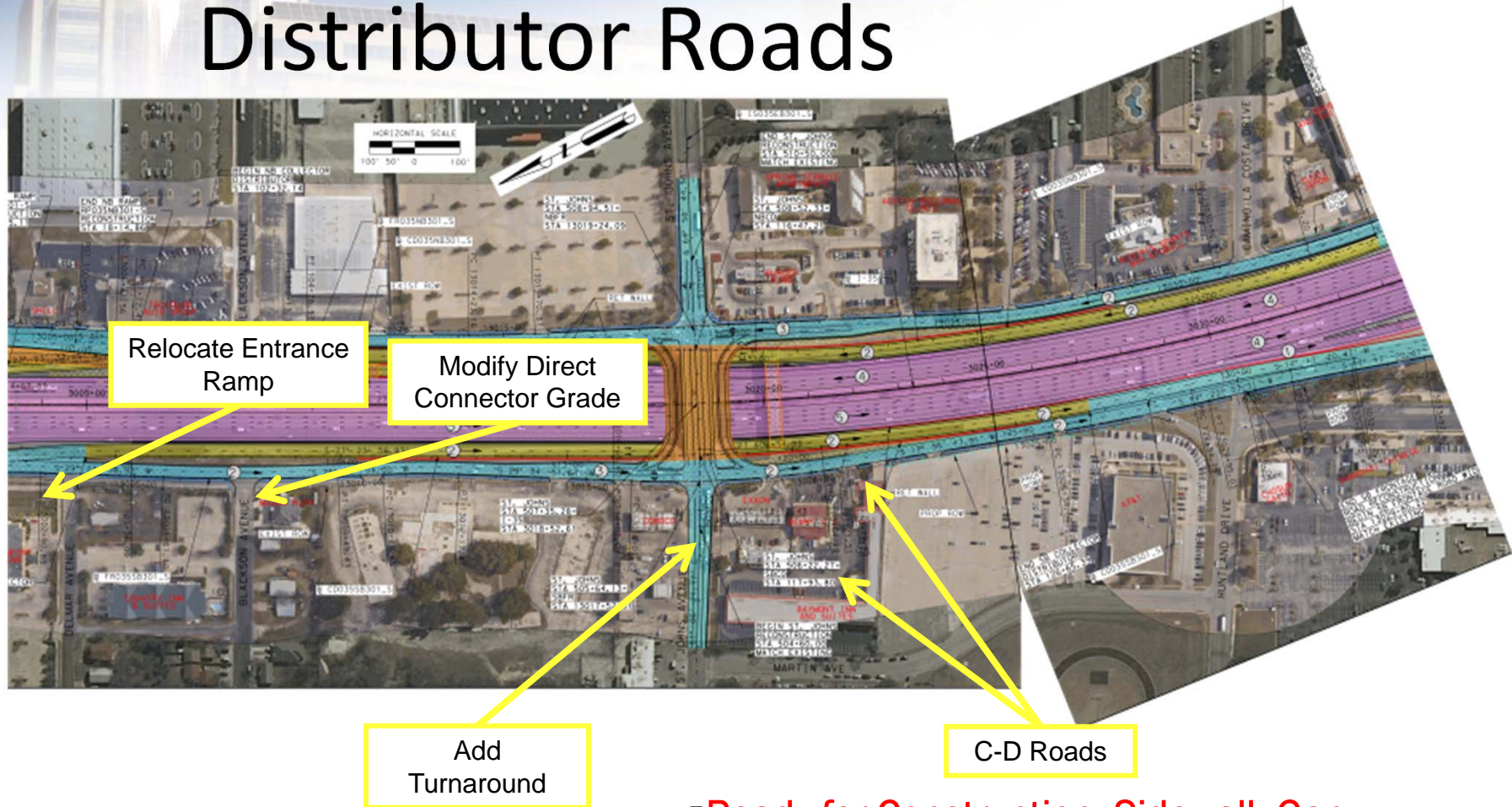


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Concepts: Ramps, Collector Distributor Roads



- **Ready for Construction: Sidewalk Gap Project Braker Ln to St. John's (\$1.5M)**

St. Johns Intersection



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Concept: Roundabouts



I-35 at Wells Branch Parkway



I-35 at 51st Street

Recommended Locations:

- Wells Branch Parkway
- Howard Lane
- 51st Street

51st Street *northbound* intersection improvements –
Construction Let – February 2014 (\$3M)

51st St. *southbound* frontage road in NEPA, Schematic: (\$2M) and PS&E: (\$2M)



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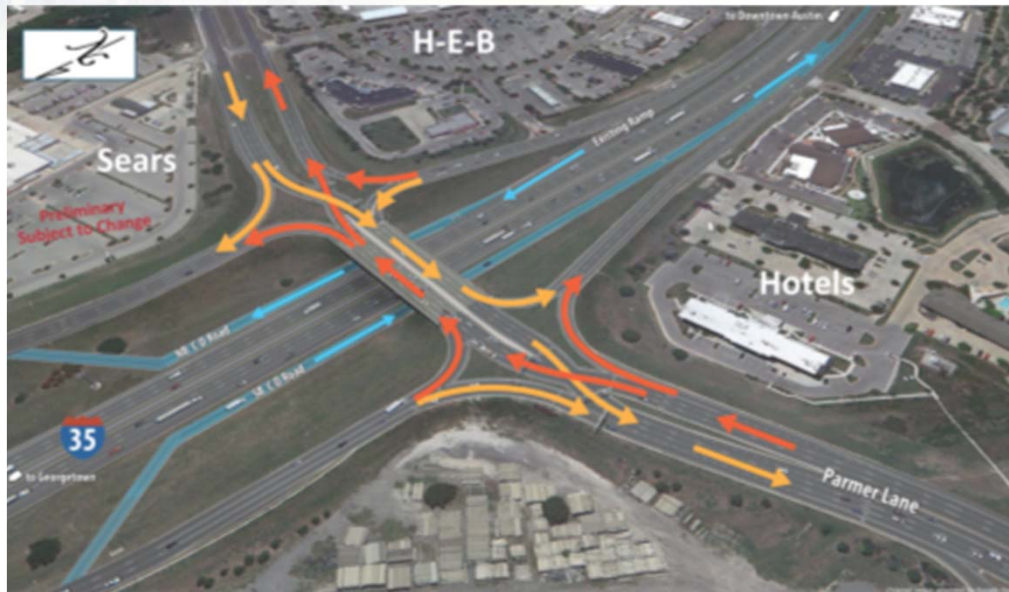
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Concept: Diverging Diamond Intersection

Recommended Locations:

- Parmer Lane
- Airport Boulevard



DDI Concept at I-35 and Parmer Lane

Northbound collector distributor
at Parmer Lane - **Construction**
Let -August 2013 (\$3M)



*DDI Concept at I-35 and
Airport Boulevard*



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Downtown Alternatives

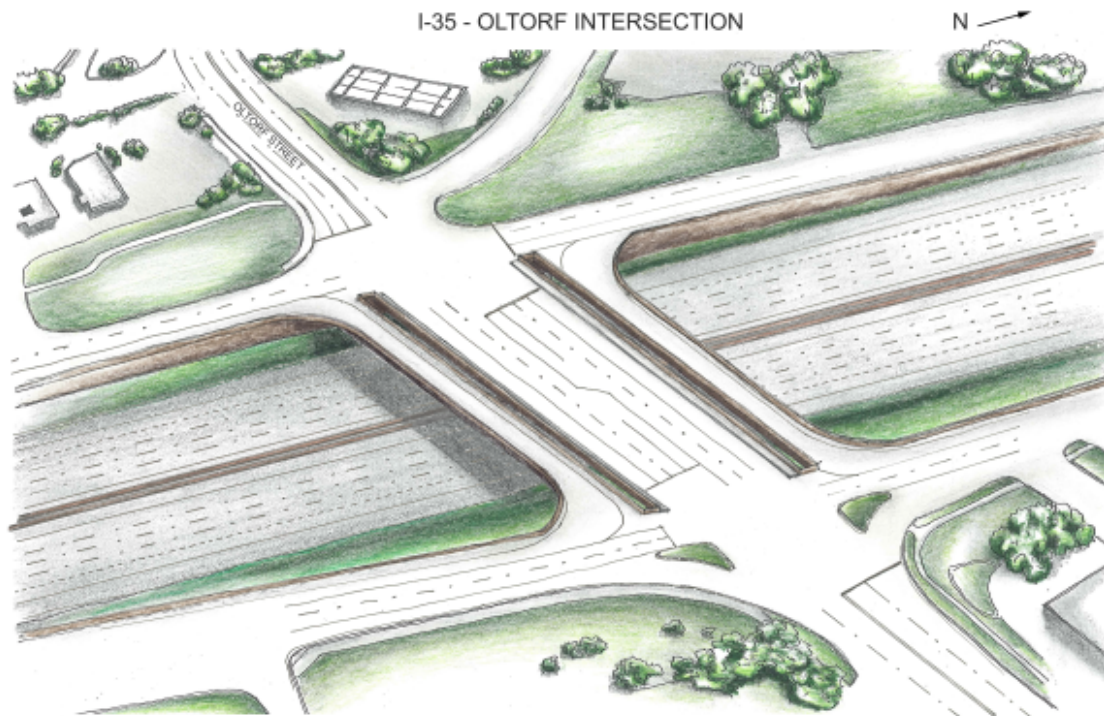
Two concepts:

- Modified existing
 - Similar to today, rebuilt bridges
- Fully depressed mainlanes
 - **Potential to add future caps**



Other Improvements Underway

- Improvements at Oltorf, Woodward, William Cannon and Stassney



NEPA and Schematic:

- Woodland to Woodward (\$1M)
- Stassney to William Cannon (\$1M)

PS&E

- William Cannon to Stassney (\$2.5M)

Ready for Construction :

- Sidewalk Gap project Oltorf area (\$0.4M)

Financial Commitment

| Agency | Initial (2010) | Following | Percentage |
|----------------|--------------------|---------------------|-------------|
| City of Austin | \$3,450,000 | \$15,000,000 | 30% |
| TxDOT | | \$32,150,000 | 53% |
| Rider 42 | | \$13,980,000 | 23% |
| | \$3,450,000 | \$61,130,000 | 100% |

Including 2012 Bond funds, total funded to be invested in I 35: **\$64,580,000**

Leveraging Funds

Following the City's initial contribution, a total of \$61M (\$46M from the State) is committed for advancing the program and individual projects for conceptual engineering, outreach and environmental studies. More investment anticipated. **A 17 to 1 return on City's initial investment.**

More than \$1Billion still needed for construction of all projects

I-35 Capital Area Improvement Program

